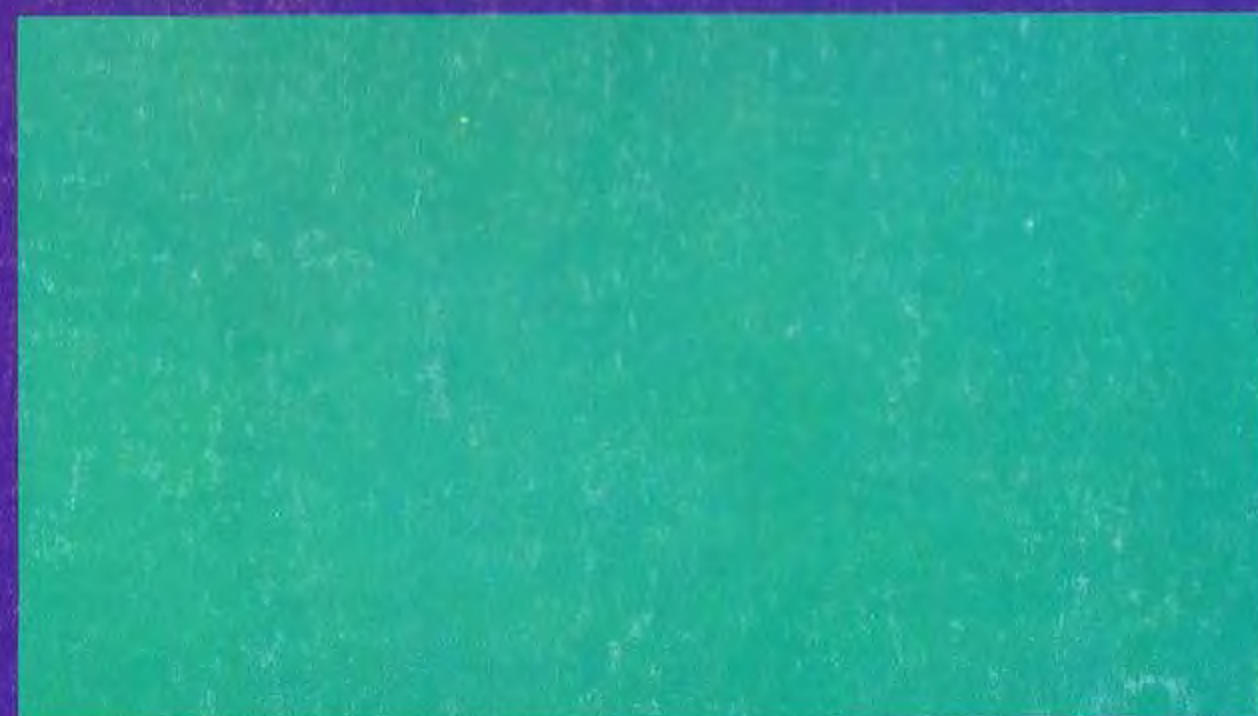


**Go for at least
two test drives.
Once with Automatic.
Once without.**



The new Beetles.

The most revolutionary Beetle since the invention of the Beetle.



**The VW Automatic. With 1.5 litre engine.
And now with 1.3 litre engine.**

No more clutch.



**No more gear lever.
Just a selector lever.**



What are the advantages of the Selector Automatic?



You get in,



select (no clutch) speed 1



and drive away



and stay in this speed



and stay in this speed



and stay in this speed



and stay in this speed



until the traffic's normal.



Then you select (once again no clutch) speed 2



and stay in this speed



and stay in this speed



and stay in this speed



and stay in this speed



and stay in this speed



and stay in this speed



and stay in this speed



and stay in this speed



and stay in this speed



and stay in this speed



and stay in this speed.

In a word:

You no longer need to use the clutch. (In fact, there isn't a clutch to use!) For moving off, accelerating hard and in heavy town traffic you select speed 1. For all other normal traffic situations, speed 2. For extreme conditions, such as unusually steep hills and towing, there's yet another speed — speed L — L for load. But you won't need it very often.

So your hands are nearly always on the wheel leaving you free to really concentrate on the traffic.

As well as all this, the Selector Automatic adds new zip to your driving. No more pauses while you declutch, engage the appropriate gear and release the clutch again.

The accelerator now does most of the work for you.

When you accelerate, you go faster.

When you decelerate, you go slower.

If only everything in life were as easy.

The VW Automatic is also the safest Beetle ever...

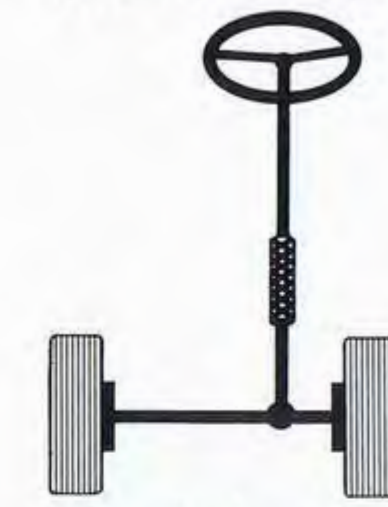


It has a dual circuit brake system. The brake fluid flows through two separate line systems. If one should fail (which is so unlikely that you can virtually discount it) you can still brake with the other.

It has a safety steering column. If you run into the back of somebody (and let's hope it never happens to you) a section of it collapses—on the

concertina principle. The steering wheel is dished and is made of unusually pliable material.

It has a double-joint rear axle. The same axle as is fitted in such expensive sports cars as the Porsche, for example. This new design gives the car unusually good roadholding characteristics.



Safety steering column.

You'll notice this particularly when driving fast over rough, windy roads. It has raised, strengthened bumpers, headlights with vertical lenses and a 12 volt electrical system.

It has recessed inside door handles, outside handles with interior trigger releases and safety backrest locks.

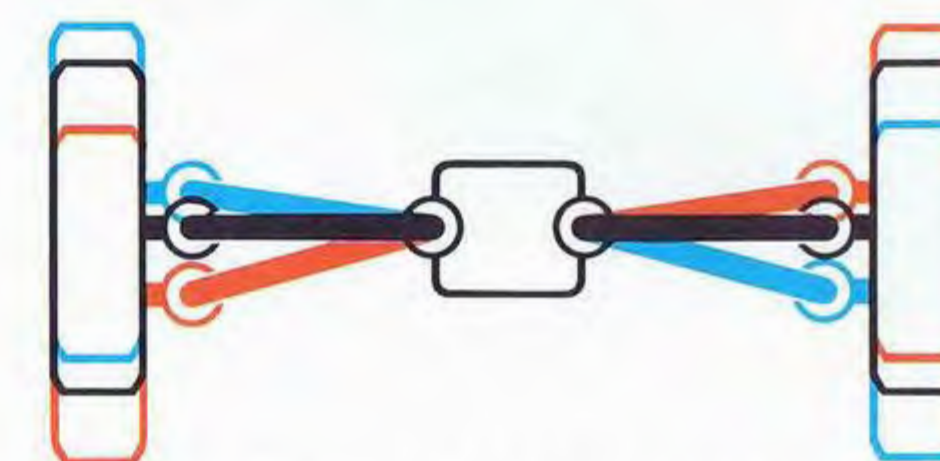
It has two-speed windscreen wipers—one speed for drizzle, the other for cloudbursts.

It has a safety inside mirror. A larger outside mirror, double-jointed for easy adjustment. And screw-type anchorage points for all types of safety belt—both front and rear.

The control knobs are of pliable plastic. And are marked with symbols. In just the same way as the tell-tales. Easy to see—and hard to confuse. An important safety factor, particularly at night.



Dual circuit brake system.



The same axle as in the Porsche.

And should something go wrong and you get stuck by the roadside, there's now an emergency warning light system.

Many of these things will probably be compulsory for all cars in a few years time.

So the VW Automatic is several steps ahead of the law.

... and the most comfortable.

The VW Automatic is the best equipped Beetle ever.

Both doors are now lockable—with or without key. In the front there are two wide safety arm-rests and a generous pocket in the left door. The inside door handles are recessed—no chance of hurting yourself. There are vent wings in both doors which can be locked in such a way that you can't open them from outside.

The individual front seats can be adjusted backwards and forwards even when the car's moving. The backrests can now be let back so far that even jumbo-sized



Recessed inside door handles and safety window winders.

drivers can drive with straight arms.

The selector lever is short and handy. It's close to the driver. Easy to reach. For really comfortable operation.

The fresh air ventilation system provides a plentiful supply of fresh air. No draughts. No whistling noises. It's controlled by two separate knobs, one for each side.

Five hot air outlets keep the windscreen clear of frost. The heating outlets in the front footwell are now opened and closed by means of a lever. The pneumatic windscreen washer is designed for fingertip operation.

The release knob for the front hood is now located in the glove compartment.



Fresh air ventilation system, individually adjustable on both sides.





The rear seat backrest can be folded forwards and raised again in a flash.

Fold it up again and it locks in position automatically.

The entire luggage well is lined with haircord carpeting.

The floor is covered with rubber matting. The roof and side walls lined with washable plastic. You'll find coat hooks and assist straps on both sides. The two sun vizors are padded and swivelling. The turn indicators are self-cancelling.

And all these items are standard fittings.
At no extra charge.



Assist straps and coat hooks on both sides.



The car is lined throughout with washable plastic.

Outside: somewhat changed, it's true. But still a Beetle.

You no longer need to open the front hood when you want to tank. The filler neck's outside now, in the right side panel. Behind a flap. Which can only be opened from inside the car.



The fuel tank flap locks automatically.

Instead of a push button, the outside door handle now has a trigger release on the inside of the handle itself. Even less likelihood of the door springing open on impact. The same applies to the front hood. It's fitted with a push-button operated safety catch.



Outside door handle with trigger release on the inside instead of push-button.

And denting your bumpers isn't so easy either. They're really strong. And wide. And they're higher above the ground into the bargain.

The headlights have now been moved forward a little and fitted with vertical lenses. They cast a better beam—as you'll soon see.



Headlights with vertical lenses.



Wide, strong bumpers.



The VW 1500 Convertible. The convertible that's just as much fun to drive in winter.

Unlike other convertibles, the VW Convertible isn't only suitable for fair weather driving.

Thanks to the sturdy top. With its double layer of padding. Inside it has white plastic headlining which hides the bows—that is to say the lateral supports. And on the outside there's a weather proof and virtually indestructible PVC covering.

It's an absolutely tight fit because it overlaps the windows. And it's child's play to open and close.

The rear window is not—as so often the case—of celluloid. But of safety glass. Just like the four side windows—which are all fully lowerable.

But that's not all. The VW 1500 Convertible also has chromed stone guards on the rear wings. Wheel trims. A second door pocket. A vanity mirror in the front seat passenger's sun vizor. And a lockable glove compartment. Which contains the front hood release knob.

This attractive and lively four-seater is available with and without Selector Automatic.



**But the
VW Automatic
isn't the only
revolutionary Beetle
by any manner
of means.
As the next few
pages go to show.**

The VW 1300. The VW 1500. Just as attractive and just as well equipped as the VW Automatic.

And just as safe.

They have the same dual circuit brake system. The same safety steering column. The same safety steering wheel.

Not to mention the two-speed windscreen wipers. The safety interior mirror. The wide, strong bumpers. The improved windscreen defrosting.

And both cars are exactly the same as the VW Automatic inside as well.

With just one small difference:

They still have a clutch and a fully synchronized four-speed gearbox.





The VW 1200. The most economical Beetle.

The VW 1200 is the best Volkswagen you can buy for the money.

Like all Beetles, it has a wide rear axle, carburettor pre-heating, an automatic choke, a fully synchronized gearbox, a pneumatic windscreen washer, a safety steering column, headlights with vertical lenses and an outside fuel tank filler neck behind a locked flap in the right side panel.

Just have a look at the inside. All the seats have cloth or—at extra charge—leatherette upholstery. The front seats and backrests can be adjusted even when the car's moving. The plastic headlining and the side panel trim are washable. There are rubber mats on the floor. The front footwell is even lined with haircord carpeting. Five defroster vents prevent the windscreen from fogging up.

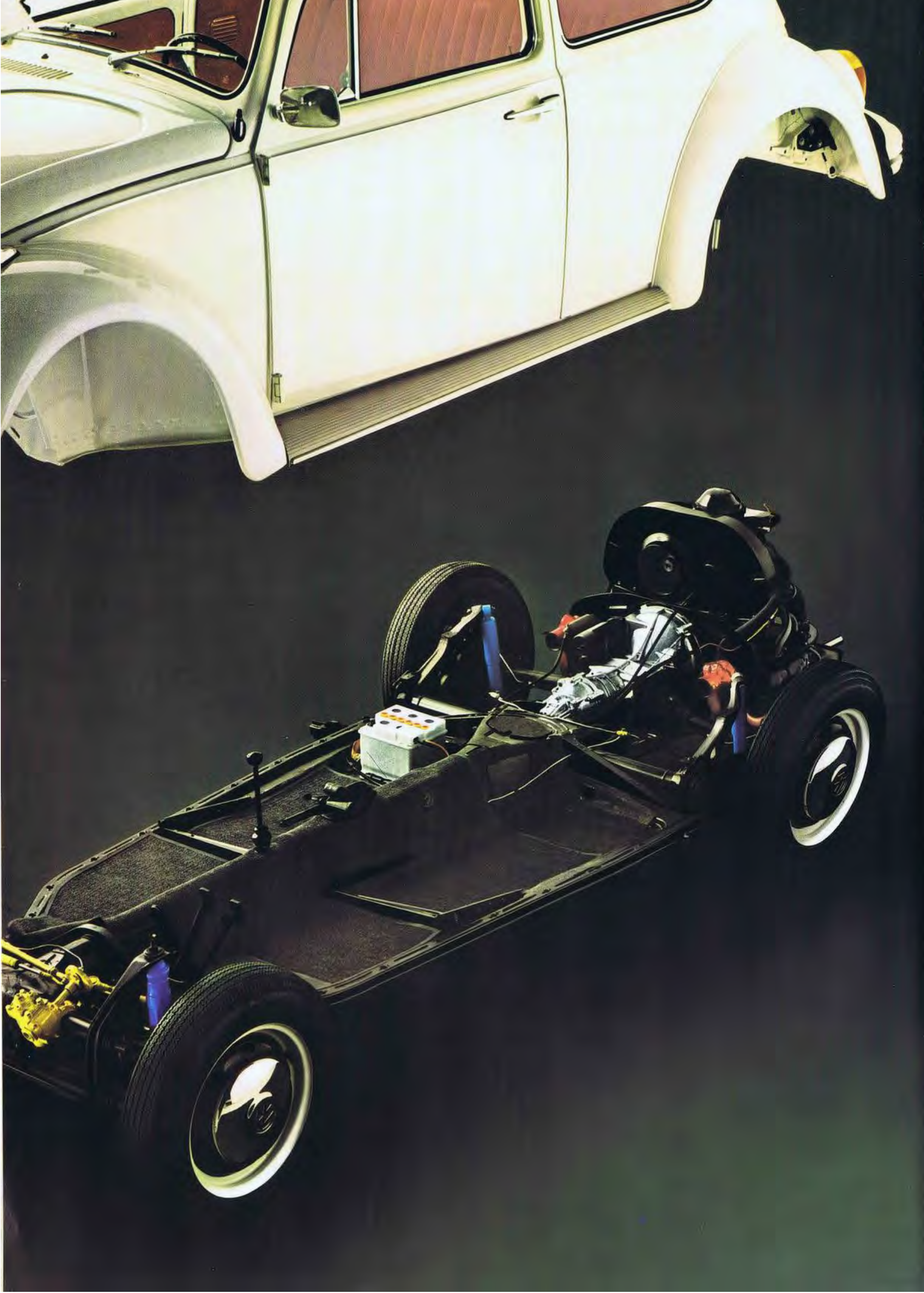
There are heating outlets for the rear footwell, vent wings up front, screw-type anchorage points for three-point safety belts, recessed safety door handles, safety door locks, pliable control knobs and an emergency warning light system.

And you can have all this with a royal red, chinchilla, toga white or cobalt blue body.

Bumpers, wheel caps, front hood handle and headlight rims are all chromed. The VW 1200 even has side trim mouldings.

Even if a car's inexpensive there's no need for it to look cheap.





What all the Beetles have in common is their technical concept.

What all the Beetles have in common is more important than what they don't.

They all have an air-cooled, rear-mounted engine. Which can never freeze or boil over. And which is low-revving into the bargain. And right next to the drive wheels.



They all have large 15" wheels. Less tyre wear. Because they need fewer revolutions to cover a certain distance than the 13" wheels which are so often used.

They all have wheels with independent suspension and torsion bar springing. Take pot-holes in their stride.

Air cooled, rear-mounted engine.

They all have a flat floorplate to protect wiring and linkage against flying stones, mud and dust.

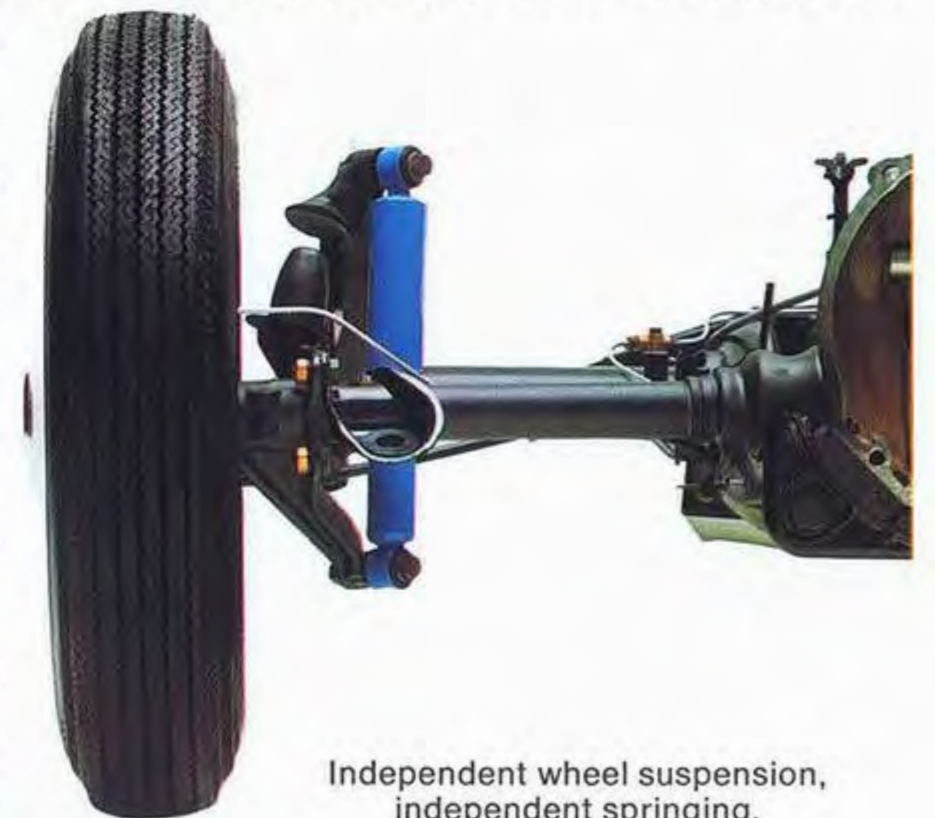
They all have an automatic choke for flick-of-the-switch starting no matter what the temperature.

They all have lavish interior trim. All included in the purchase price.

They all are easy and inexpensive to repair. But they hardly ever need repairing.

They all have high second hand value. They keep their price well.

In fact, they only differ in detail, not in principle. On principle.



Independent wheel suspension,
independent springing.



Large 15" wheels.



... and the service.



Symbol of reliability.

All in all, there are 8,754 VW service points. All over the world, trained specialist personnel is on tap to iron out any troubles you may have quickly and at reasonable charge.

For example, a wing can be changed in a flash. There are just a few screws to remove and then the damaged wing is lifted off and the new one bolted on. Takes about an hour.

Every VW workshop carries a stock of genuine VW spare parts. And on every VW spare part that's fitted in a VW workshop there's the same guarantee as on a new car. Every VW workshop uses special VW tools.

VW exchange parts make life even more economical—up to 50 % more so. And they carry the same guarantee as new parts.



Service at fixed charges.



A new wing in an hour.

A service card goes with every new car sold. In it you'll find the recommended maintenance and lubrication services. (Maintenance service only every 6,000 miles.)

All at fixed charges, of course.

The VW Service is fast, economical and reliable.



A new engine in two hours.

**VW with steel sliding roof.
An ideal way of getting a tan.**



**A few further extras
one can (and should) afford.**



Car radio.

For example a radio. Have you ever stopped to think what you're missing without a radio in your car?

Driving's safer with a radio. Road condition reports, for example. Most important in winter. You can keep yourself up-to-date while you're driving along. In summer, too. Police reports and alternative routes for avoiding traffic jams.

You can listen to music. Or to light entertainment. Stops you tiring so quickly on long journeys. You can listen to the news on the way to the office. Or check your watch against the pips.

No matter where you are, a car radio helps you keep in touch with the outside world.

But a radio's not the only practical extra you can have. How about leatherette seat covers? Front seats with head restraints? Radial ply tyres? White wall tyres? An electrically heated rear window? A lockable glove compartment? Or a day-night mirror?

In fact there are so many inexpensive and practical extras that we simply haven't the space to describe them all.

Your VW dealer will be pleased to advise you.



Front seats with head restraints.

Technical data and equipment

VW 1200



Engine: 4 cylinder, four-stroke, horizontally opposed, rear-mounted. Air cooling, special oil cooler, low maximum revs: can cruise for hours at top speed. Automatic choke: flick-of-the-switch starting no matter what the temperature, full power at once. Capacity—1.2 litres. Output—41.5 bhp (SAE). Electrical system—6 volt.

Transmission: Via clutch, fully synchronized four-speed gear box and differential to the rear wheels. All systems combined with engine to give compact unit—low power drop, no propeller shaft. Gear shift by means of central, floor-mounted lever.

Chassis: Independent suspension and torsion bar springing on front and rear axles. Hydraulic shock absorbers, stabilizer on front axle, specially wide rear track, steering damper—outstanding suspension and roadholding. Generously proportioned drum brakes front and rear.

Performance: Maximum speed in mph 71
Consumption*) (regular fuel) in miles per imp. gallon 37.5

Dimensions and weights: Maximum overall length/width/height: 160.2/61.0/59.1 ins. Unladen weight/permisible total weight: 1675/2513 lbs. Permissible axle load front/rear: 1080/1565 lbs. Permissible trailer weight for braked caravan, boat or glider trailer: 1433 lbs.

Extras at no extra charge: Safety steering column. Individual seats with seat and backrest adjustment even when the vehicle is in motion. Rear seat backrest folds forward thus increasing size of luggage compartment. Lockable fuel tank flap. Rear footwell heating. Plastic headlining. Vent wings. Pneumatic windscreen washer. Self-cancelling turn indicators. Emergency warning light system. Starter non-repeat lock. Safety door locks. Safety door handles inside and out. Screw-type anchorage points for safety belts.

Extras at extra charge: Steel sliding roof. Complete radio set. Stationary and auxiliary heater. Twin back-up lights. 12 volt electrical system. Lock for glove compartment flap. Day-night interior mirror. Special corrosion protection for exhaust unit. Laminated windscreen.

*) With half permissible payload at steady $\frac{3}{4}$ of maximum speed on level roads plus 10 %.

VW 1300/1500



Engine: Four cylinder, four-stroke, horizontally opposed, rear-mounted. Air cooling, special oil cooler, low maximum revs: can cruise for hours at top speed. Automatic choke: flick-of-the-switch starting no matter what the temperature, full power at once. Capacity/output:

VW 1300 1.3 litres/50 bhp (SAE)
VW 1500 1.5 litres/53 bhp (SAE)

Electrical system: 12 volt with early cut-in generator—low voltage drop, high output.

Transmission: Via clutch, fully synchronized four-speed gear box and differential to the rear wheels. All systems combined with engine to give compact unit concentrated at the rear axle—low power drop, no propeller shaft. Gear shift by means of central, floor-mounted lever.

Chassis: Independent suspension and torsion bar springing on front and rear axles. Hydraulic shock absorbers, stabilizer on front axle, equalizer spring on rear axle; specially wide rear track, steering damper—outstanding suspension and roadholding tuned to match improved performance.

Dual circuit brake system with large braking area, disc brakes up front in 1500 models—maximum safety.

Performance: Maximum speed in mph: VW 1300 75
VW 1500 78

Consumption*) (regular fuel) in miles per imp. gallon:

VW 1300 33.0
VW 1500 32.0

Dimensions and weights: Maximum overall length/width/height: 158.6/61.0/59.1 ins. Unladen weight/permisible total weight: 1307/2645 lbs. Permissible axle load front/rear: 1080/1609 lbs. Permissible trailer weight for braked caravan, boat or glider trailer: 1433 lbs.

Extras at no extra charge: In addition to VW 1200 equipment. Two armrests. Two coat hooks. Two assist straps. Grab handle for front seat passenger. Sun vizor for front seat passenger. Door pocket. Ashtray in rear. Two-speed, self-parking windscreen wipers. Headlight flasher. Door contact operated courtesy light. Fuel gauge. Fresh air ventilation system. Combined ventilation/defrosting system for windscreen. Safety backrest lock.

Extras at extra charge: Steel sliding roof. White wall tyres. Radial ply tyres. Hinged quarter windows. Complete radio set. Leatherette seat covers. Head restraints for the front seats. Twin back-up lights. Electrically heated rear window. Stationary and auxiliary heater. Lock for glove compartment flap. Day-night interior mirror. Special corrosion protection for exhaust unit. Laminated windscreen. For VW 1300: disc brakes up front. Also following special equipment packages: I—Brake circuit failure tell-tale. Electrically heated rear window. Additional instrument panel padding (not for R.H.D. models). Twin back-up lights. II—Brake circuit failure tell-tale. Additional instrument panel padding (not for R.H.D. models).

*) With half permissible payload at steady $\frac{3}{4}$ of maximum speed on level roads plus 10 %.

VW Automatic



Engine: Four cylinder, four-stroke, horizontally opposed, rear-mounted. Air cooling, special oil cooler, low maximum revs: can cruise for hours at top speed. Automatic choke: flick-of-the-switch starting no matter what the temperature, full power at once. Capacity—1.3 litres or 1.5 litres. Output—50 or 53 bhp (SAE). Electrical system: 12 volt with early cut-in generator—low voltage drop, high output.

Transmission: Clutch-free operation and four-stage speed selection by means of hydrodynamic torque converter, automatic clutch and gear-type transmission.

All systems (including the differential) combined with engine to give compact unit concentrated at the rear axle—low power drop, no propeller shaft.

Chassis: Independent suspension and torsion bar springing on front and rear axles; hydraulic shock absorbers, stabilizer on front axle, double-joint rear axle for genuine sports car roadholding. Dual circuit brake system with large braking area, disc brakes up front (1.5 litre model)—maximum safety.

Performance: Maximum speed in mph: 1.3 litre 71
1.5 litre 75

Consumption*) (regular fuel) in miles per imp. gallon:

1.3 litre 31.5
1.5 litre 30.0

Dimensions and weights: Maximum overall length/width/height: 158.6/61.0/59.1 ins. Unladen weight/permisible total weight: 1807/2645 lbs. Permissible axle load front/rear: 1080/1609 lbs. Permissible trailer weight for braked caravan, boat or glider trailer: 1433 lbs.

Extras at no extra charge: In addition to VW 1200 equipment. Two armrests. Two coat hooks. Two assist straps. Grab handle for front seat passenger. Sun vizor for front seat passenger. Door pocket. Ashtray in rear. Two-speed, self-parking windscreen wipers. Headlight flasher. Door contact operated courtesy light. Fuel gauge. Fresh air ventilation system. Combined ventilation/defrosting system for windscreen. Safety backrest lock.

Extras at extra charge: Steel sliding roof. White wall tyres. Hinged quarter windows. Complete radio set. Leatherette seat covers. Head restraints for the front seats. Twin back-up lights. Electrically heated rear window. Stationary and auxiliary heater. Lock for glove compartment flap. Day-night interior mirror. Special corrosion protection for exhaust unit. Laminated windscreen. 1.3 litre model: disc brakes up front.

Also following special equipment packages: I—Brake circuit failure tell-tale. Electrically heated rear window. Additional instrument panel padding (not for R.H.D. models). Twin back-up lights. II—Brake circuit failure tell-tale. Additional instrument panel padding (not for R.H.D. models).

*) With half permissible payload at steady $\frac{3}{4}$ of maximum speed on level roads plus 10 %.

VW 1500 Convertible VW Automatic Convertible



Engine: Four cylinder, four-stroke, horizontally opposed, rear-mounted. Air cooling, special oil cooler, low maximum revs: can cruise for hours at top speed. Automatic choke: flick-of-the-switch starting no matter what the temperature, full power at once. Capacity—1.5 litres. Output—53 bhp (SAE).

Electrical system: 12 volt with early cut-in generator—low voltage drop, high output.

Transmission and Chassis: As for VW 1500 and VW Automatic respectively.

Dimensions and weights: Maximum overall length/width/height: 158.6/61.0/59.1 ins. Unladen weight/permisible total weight: 1918/2712 lbs. Permissible axle load front/rear: 1102/1631 lbs. Permissible trailer weight for braked caravan, boat and glider trailer: 1433 lbs.

Performance: Maximum speed in mph:
VW 1500 Convertible 78
VW Automatic Convertible 75
Consumption*) (regular fuel) in miles per imp. gallon:
VW 1500 Convertible 32.0
VW Automatic Convertible 30.0

Extras at no extra charge: Wheel trims. Bright metal stone guards. Safety steering column. Safety door locks. Safety door handles inside and out. Individual front seats with seat and backrest adjustment even when vehicle in motion. Plastic seat covers. Safety backrest locks. Fresh air ventilation system. Combined ventilation/defrosting system for windscreen. Vent wings. Door and rear side windows fully lowerable. Plastic headlining. Lockable glove compartment containing front hood release lever. Lockable fuel tank flap. Screw-type mountings for three-point safety belts. Two armrests. Two coat hooks. Two assist straps. Two door pockets. Two ashtrays. Two padded sun vizors. Vanity mirror. Grab handle for front seat passenger. Pneumatic windscreen washer. Self-cancelling turn indicators. Emergency warning light system. Two-speed, self-parking windscreen wipers. Headlight flasher. Door contact operated courtesy light. Fuel gauge. Starter non-repeat lock.

Extras at extra charge: White wall tyres. Radial ply tyres. Press-button tonneau cover. Complete radio set. Head restraints for front seats. Twin back-up lights. Stationary and auxiliary heater. Day-night interior mirror. Special corrosion protection for exhaust unit. Laminated windscreen. Also following special equipment packages: I—Brake circuit failure tell-tale. Additional instrument panel padding (not for R.H.D. models). Twin back-up lights. II—Brake circuit failure tell-tale. Additional instrument panel padding (not for R.H.D. models).

*) With half permissible payload at steady $\frac{3}{4}$ of maximum speed on level roads plus 10 %.

Volkswagens are delivered to 136 countries the world over. Obviously, traffic laws and type-approval regulations tend to vary from country to country.

You may find, therefore, that the models and equipment actually offered for sale differ from the data given in this brochure. So please ask your nearest VW dealer for information regarding the wide range of VW models and equipment valid for your country.